

TRANSPORT TECHNICAL NOTE

Project: LAND EAST OF CHESTFIELD ROAD, CHESTFIELD – POLICY N20
Job No/Ref: 1040 – P03
Purpose of Note: Access & Transportation Note for Regulation 18 Consultation
Date: 08/10/2025

1. Introduction & Background

Fortis Transport Planning have prepared this Technical Note (TN) for Regulation 18 Representations to 'Policy N20 – Land east of Chestfield Road' in the draft Canterbury District Local Plan. The site at Chestfield Road is for approximately 150 new dwellings. Refer to **Appendix 1** for Pages 69 & 70 from this Local Plan for Policy N20 which states certain criteria required for planning permission to be granted.

Within Policy N20, reference is made to 'Site W4 – Land at Brooklands Farm' which is another allocated site in the draft local plan which is to the west of Site N20, on the opposite western side of Chestfield Road. Notwithstanding this, an outline application has already been submitted for Site W4 in July 2025 (Planning ref: CA/25/00779) for a large mixed use development with all matters reserved apart from principal access from South Street and Chestfield Road. This application has therefore been supported with detailed access and infrastructure proposals to Chestfield Road. Refer to **Appendix 2** showing these proposals which include a new simple T-Junction access, footway improvements, new bus stops, a controlled pedestrian crossing and a speed limit reduction. Therefore, any access proposals for the N20 site will need to take into account the W4 site access/infrastructure proposals and not preclude these coming forward depending on the timescale deliveries of the 2 sites. It is likely that a collaboration between the two developers will be undertaken on what works will be undertaken depending on when planning consents for the respective sites are obtained.

Report Structure

The remainder of this report is set out as follows:

- Section 2 describes the accessibility of the existing N20 site (including a public transport summary), surrounding highway network and accident records.
- Section 3 sets out the development proposals, the possible access arrangements and highway improvements.
- Section 4 comments on other off-site highway improvements requirements from the Policy N20.
- Section 5 draws conclusions.

2. Baseline Conditions

Walking & Cycling Network

Refer to Figures 2.1 and 2.2 below and on the following page for accessibility plans showing time isochrones up to 20 minutes for walking (up to 1 mile) and cycling (up to 3.25 miles) respectively. For walking, the 20-minute walk time (in red) virtually covers the entire Chestfield Village and its local facilities extending to the retail and commercial area alongside the old Thanet Way to the north. The Chestfield & Swalecliffe railway station is also just outside this walking distance to the north.

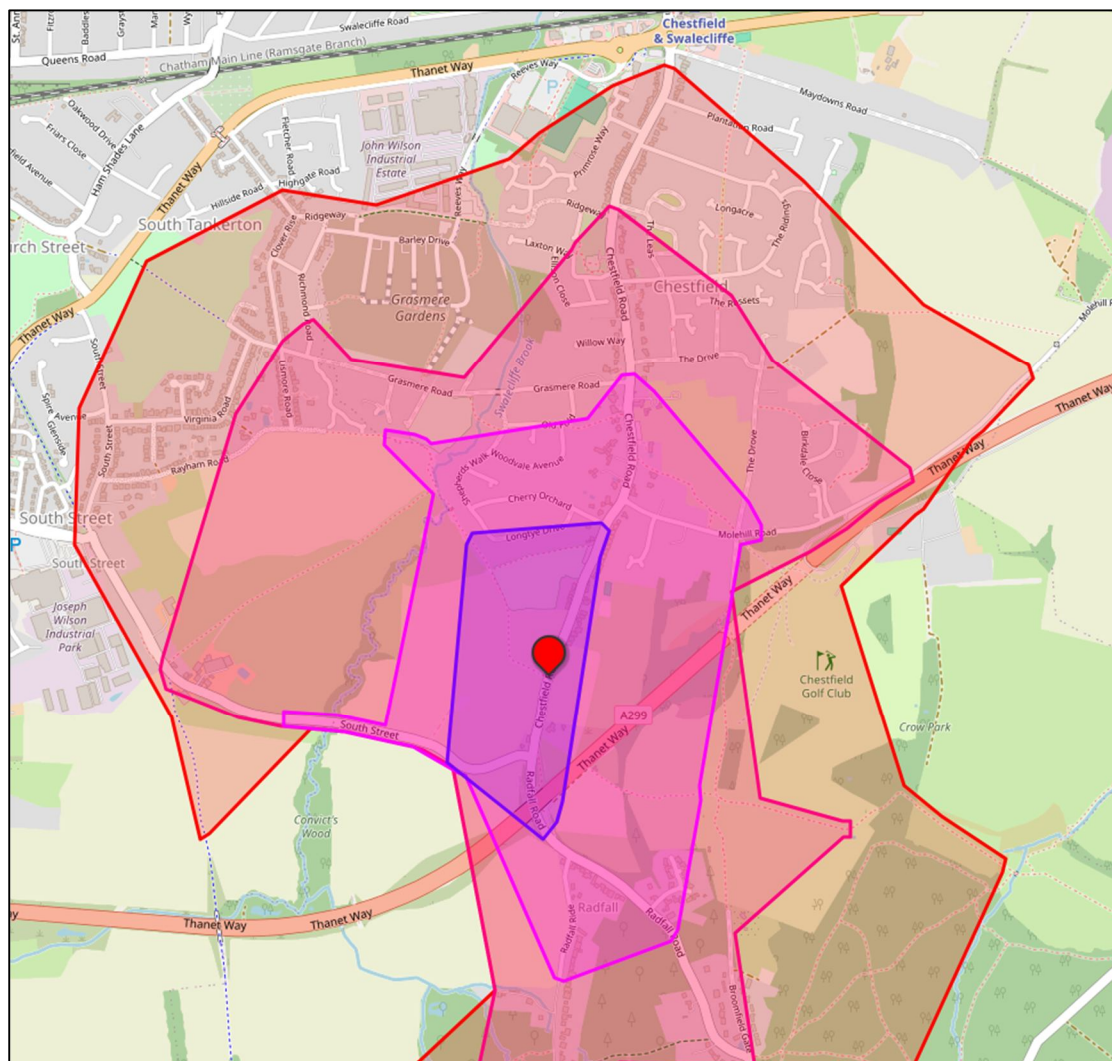


Fig 2-1 – 5 (purple), 10 (pink), 15 (magenta) & 20 (red) - minute Walk Isochrones from site

For cycling, the 20-minute cycle time (in red) extends to Herne Bay to the east, the outskirts of Canterbury to the south and Seasalter to the west. Whitstable High Street to the northwest can be reached within a 15 minute cycle ride (magenta).

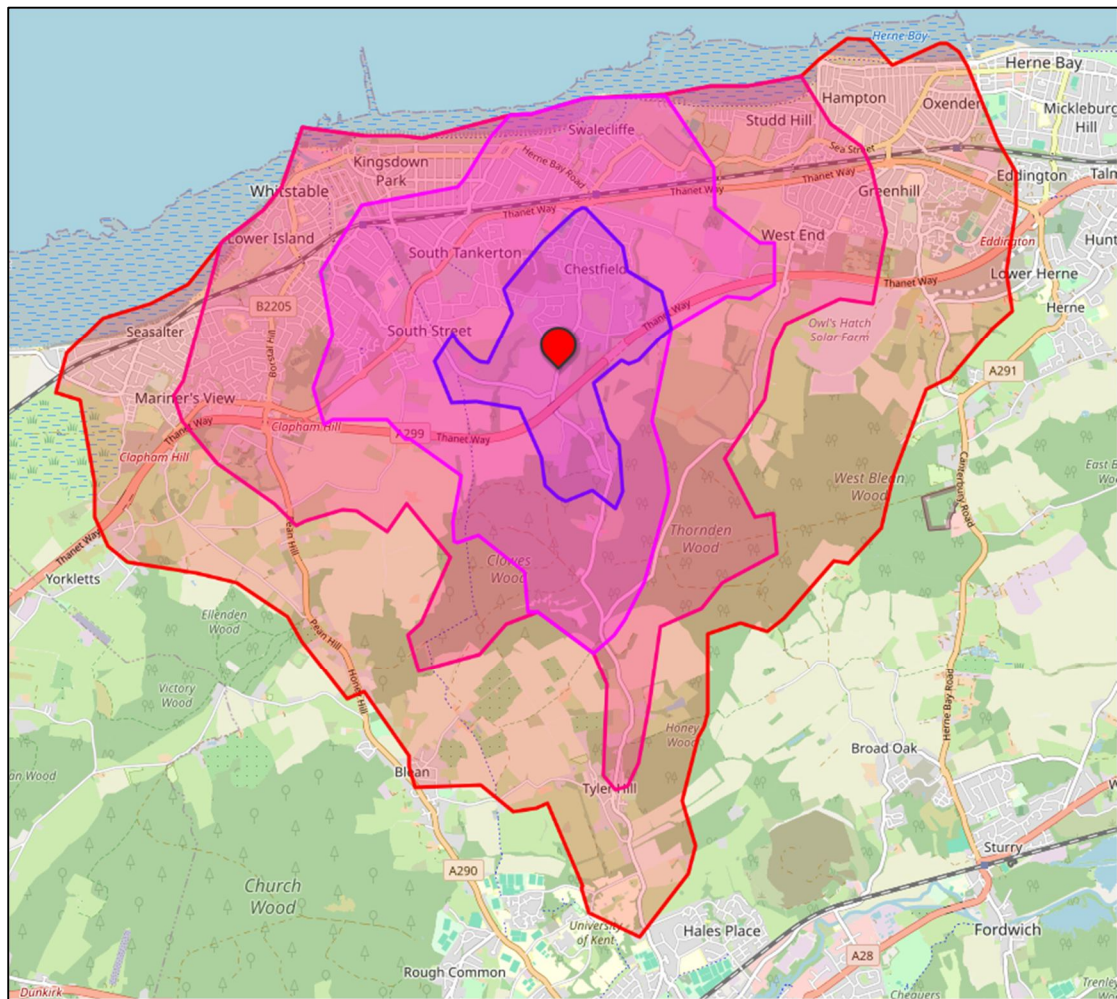


Fig 2-2 – 5 (purple), 10 (pink), 15 (magenta) & 20 (red) - minute Cycle Isochrones from site

Located at the edge of a residential area, Chestfield Road running adjacent to the site is provided with a footway on at least one side. As shown in Figure 2.3 on the following page, there is only one Public Right of Way (PROW) leading to the site on the opposite side of Chestfield Road (CW27) but there are other PROWs in the immediate area. Purple lines indicate public footpaths, blue lines indicate restricted byways and green lines indicate bridleways.

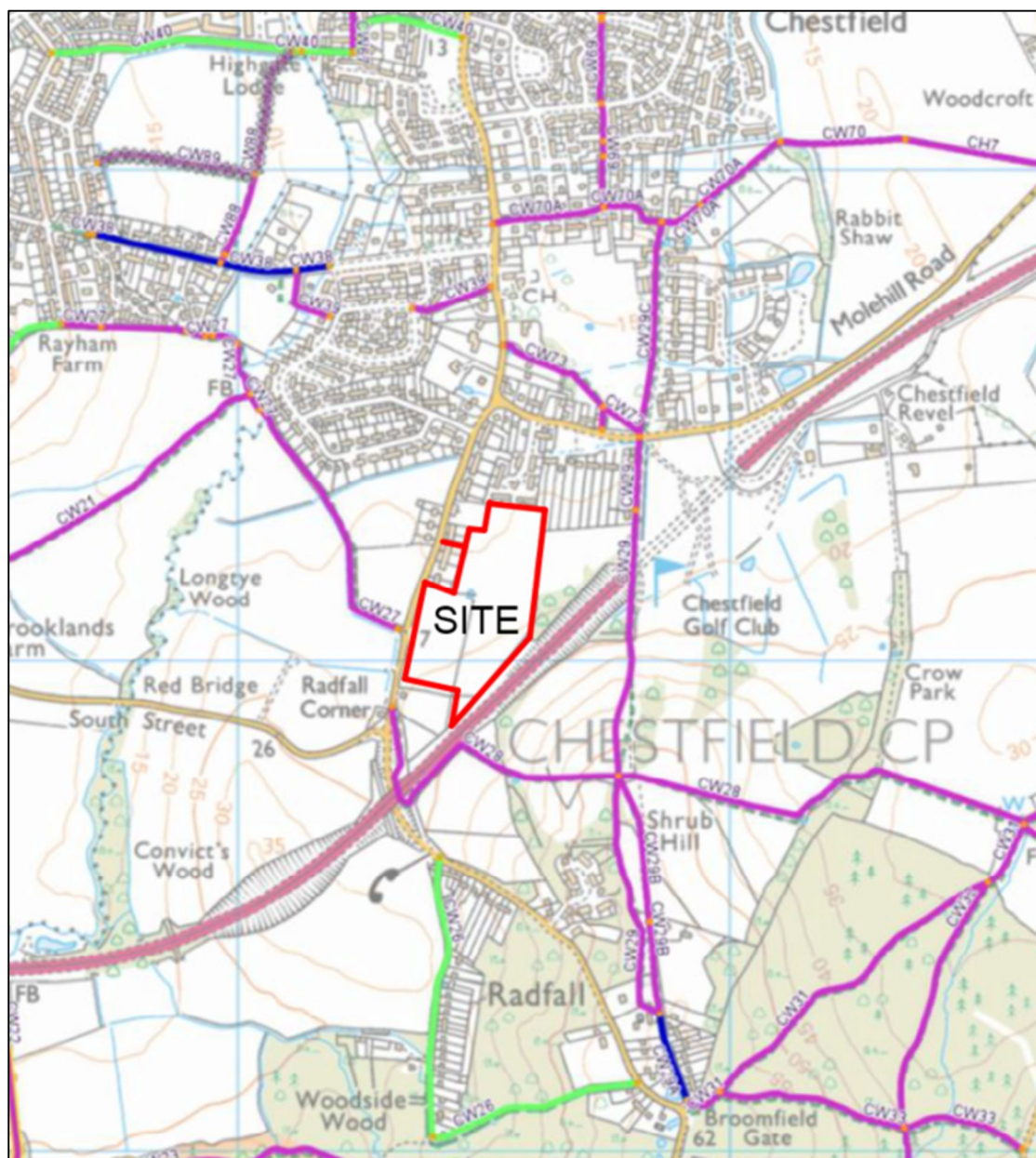
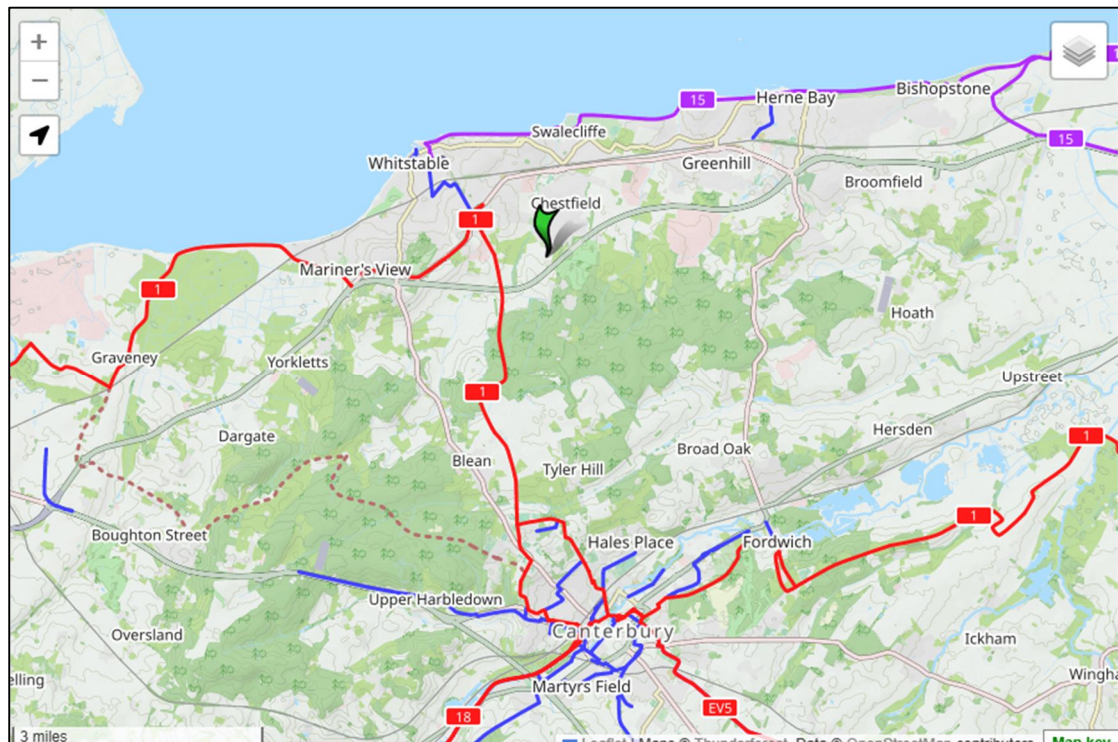


Fig 2-3 - KCC PROW Map

There is no formal cycling infrastructure within the immediate area of the site but the National Cycle Route 1 that runs between Whitstable and Canterbury can be accessed from South Street about a kilometre from the site to the west. Refer to Figures 2.5 on the following page of an extract from Cyclestreets.net that shows local cycle facilities on a borough scale.



Key

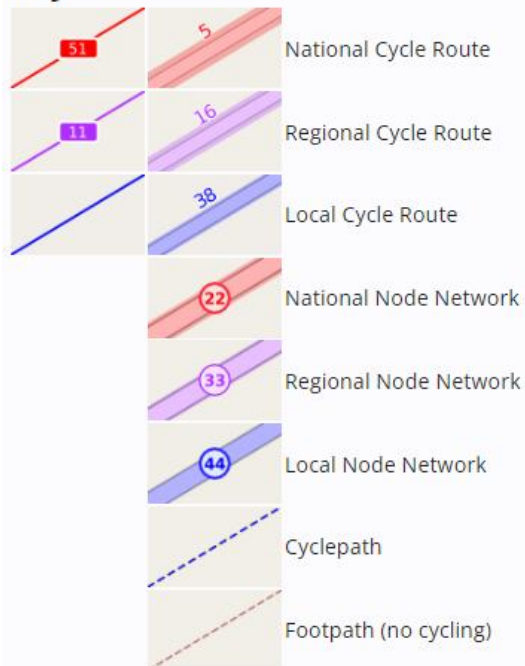


Fig 2-4 - Extract from CycleStreets.net

Public Transport

The closest bus stops to the site are located on Chestfield Road about 150m north of the site, which are served by the No.5, 914, 915, 916 & 917 bus services operated by Stagecoach with the 914-917 services being school services. Route No.5 operates between Canterbury and Seasalter, calling at Whitstable and Chestfield & Swalecliffe Railway Stations. Route No. 5 provides an hourly service Monday to Saturday with four services on Sunday.

Chestfield & Swalecliffe Railway Station is located off Herne Bay Road about 1.5km north of the site and is operated by southeastern railways. This station provides two services per hour to Margate having a journey time of 23 minutes, two services per hour to Faversham having a journey time of 11 minutes, one service per hour to London Victoria having a journey time of 1hr 40mins and one service per hour to London St Pancras having a journey time of 1hr 28 minutes. Some of these journeys to London require a change at Faversham.

Local Highway Network & Personal Injury Accidents

Chestfield Road adjacent to the site is a 7.3m wide C-class road and connects to the A2290 Thanet Way to the north and down to its junction with South Street just north of the A229 Thanet Way overpass where Chestfield Road continues as Radfall Hill to the south and onwards to Canterbury. Chestfield Road operates under an unlit 40mph speed limit changing to a lit 30mph speed limit at the northern extent of the site's main Chestfield Road frontage where it enters the built-up area of Chestfield Village.

Refer to **Appendix 3** for Personal Injury Accident data for a recent 5-year period on the adjacent highways to the site. Within this period there has been just 2 recorded accidents, one of slight and one of serious severity. The slight accident occurred in July 2020 at the South Street/Chestfield Road junction involving 2 vehicles. The serious accident occurred in November 2021 within the site frontage but only involved 1 vehicle. Analysis of the overall accident data indicates that the local highway network would not in itself appear to be a precipitating cause of the accidents.

3. Development Access Proposals and Improvements

As noted in Policy N20 of the draft local plan, the development proposals are for approximately 150 new dwellings with a proposed vehicular access only from Chestfield Road. This quantum of development would normally warrant a right turn lane junction to be provided. Refer to the plan at **Appendix 4** which shows a possible right turn lane along the site's Chestfield Road frontage with widened footways and pedestrian refuge island which would allow the access proposals for the opposite W4 Site – Land at Brooklands Farm, to come forward at a later date with minimal disruption to the highway layout or vice versa. The plan also includes the location of the bus stops that the W4 Site are to provide. The possible access proposals have been shown assuming that the existing speed limit will remain unchanged although it is likely that the speed reduction proposals from 40mph to 30mph for the W4 site would also apply to the N20 site given the proposed changes to the Chestfield Road frontage.

Once within the site, the proposed internal roads would be in accordance with the 'Major Access Road' design criteria within the Kent Design Guide to promote walking and cycling. A secondary emergency access will also be formed from the existing site access between property nos 149 and 151 Chestfield Road which will be in the form of a 3.5m wide shared pedestrian/cycle route. To further enhance the pedestrian routes in the area, the missing footway link on the eastern side of Chestfield Road between property nos 139 and 145 will be provided by narrowing the existing wide carriageway in this area.

4. Other Off-Site Highway Works

The proposed N20 site is expected to contribute to the proposed east facing A299 junctions contained within Site W4 – Land at Brookfields Farm and being proposed under Planning ref: CA/25/00779 for that site. This financial contribution will need to be agreed with KCC and secured through a Section 106 Agreement planning obligation but is likely to be based on the expected use of these junctions from the N20 site which would be determined through a formal planning application. Other contributions may also be applicable such as improvements to the local PROW network as also stated in the N20 Policy.

5. Conclusions

The report demonstrates that the site is already accessible by modes of transport other than the private car with local facilities available within the area.

The proposed site can be accessed off Chestfield Road with improvements to existing pedestrian infrastructure and public transport without precluding the access/highway proposals for the opposite Site W4 – Land at Brooklands Farm currently in for planning (ref: CA/25/00779). It is expected that the W4 and N20 Sites will compliment each other and will improve sustainable travel options within southern Chelsfield to the east and west.

In summary , the proposed development can meet the requirements stated in the 'Policy N20 – Land to the east of Chestfield Road' of the Canterbury District draft local plan.

Appendices

- Appendix – 1 Policy N20 – Land east of Chestfield Road from Draft Local Plan
- Appendix – 2 Brooklands Farm Site - Proposed Highway Improvements on Chestfield Road
- Appendix – 3 Recent 5 year Accident Data Plot
- Appendix – 4 Possible Site Access Arrangements & Off-Site Highway Works

Appendix 1 – Policy N20 – Land east of Chestfield Road from Draft Local Plan

Policy N20 – Land east of Chestfield Road



Key

- Site boundary
- Open space/biodiversity opportunities
- ↔ Opportunities to improve pedestrian and cycle access
- Other proposed sites

LAND EAST OF CHESTFIELD ROAD – CONCEPT MASTERPLAN

Site N20 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1) Development mix

Across the site, the development mix will include:

- a) Approximately 150 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.
- b) Proportionate contributions to community infrastructure in line with Policy DS7.
- c) Open space provided in line with Policy DS24.

2) Design and layout

The design and layout of the site should:

- a) Coordinate with proposals for neighbouring Site W4 (Land at Brooklands Farm);
- b) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35 dph;
- c) Protect and enhance nearby heritage assets. Lower density development should be provided adjacent to Chestfield Conservation Area, in line with Policy DS26; and
- d) Mitigate and/or minimise noise impacts from the A299.

3) Landscape and green infrastructure

The landscape and green infrastructure strategy for the site should:

- a) Assess the site's potential to be functionally linked land, in line with Policy DS17;
- b) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area C2: Chestfield Farmland set out in

the Canterbury Landscape Character and Biodiversity Appraisal;

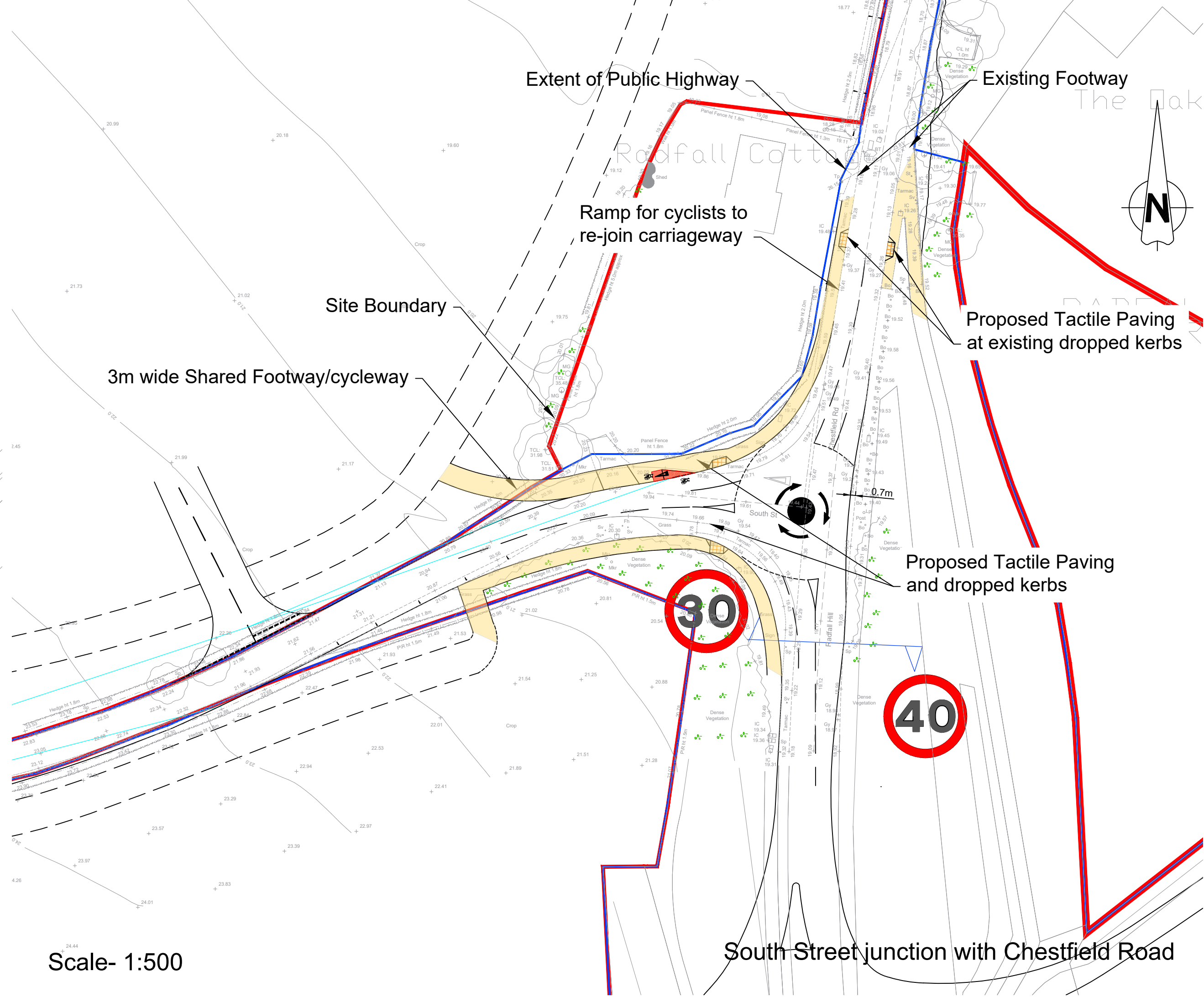
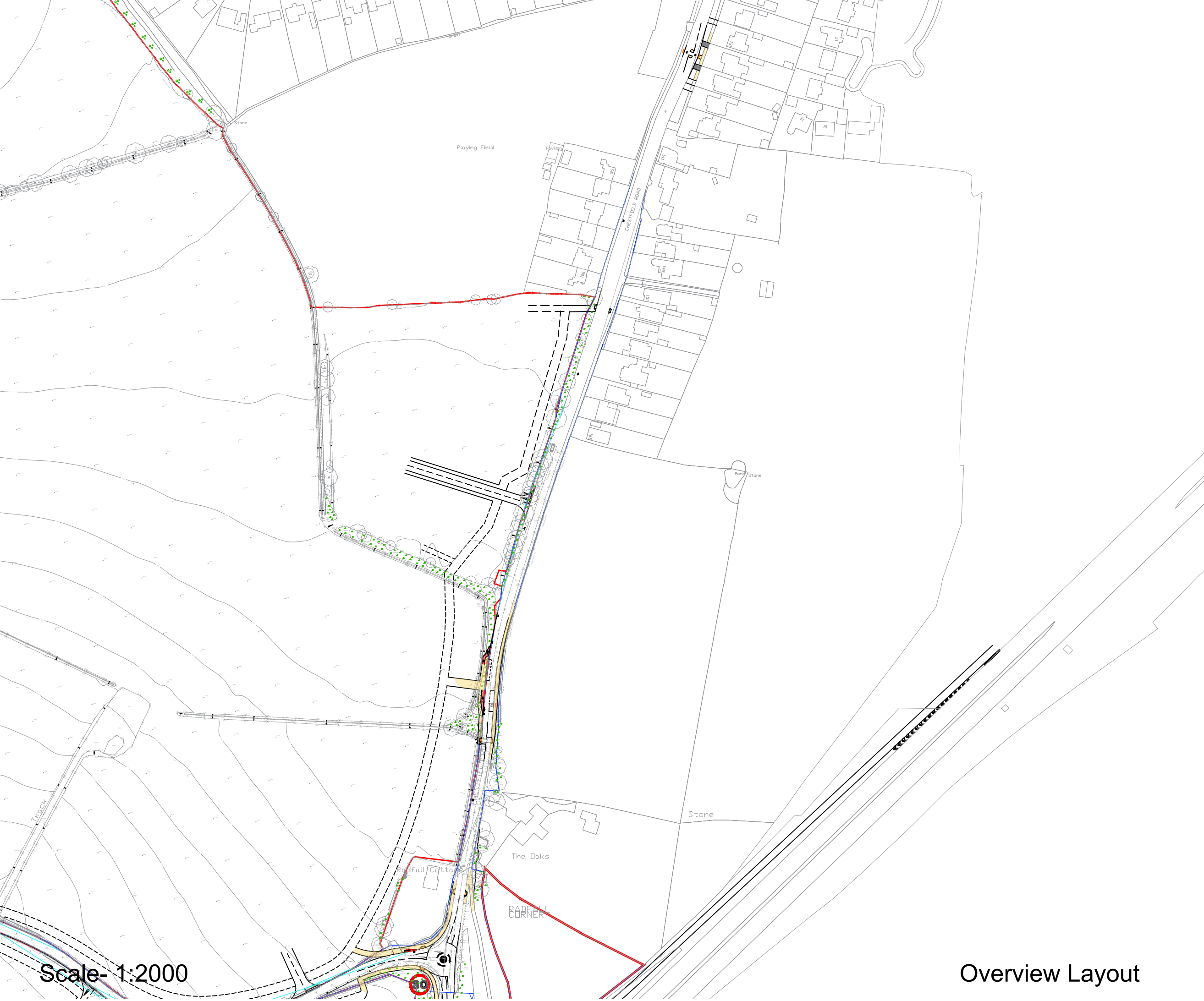
- c) Retain and enhance the existing area of woodland within the southeastern section of the site; and
- d) Provide a significant proportion of open space in the east of the site, to provide a substantial landscape buffer and enhancement to existing woodland and priority habitat. Visual integration of development edges should be provided to transition the surrounding rural landscape.

4) Access and transportation

The access and transport strategy for the site should:

- a) Provide safe and convenient pedestrian and cycle connectivity through the creation of new and improved routes including:
 - i) Connections to Chestfield, including widening of the existing footway on Chestfield Road;
 - ii) Connections to Site W4 (Land at Brooklands Farm), including crossings on Chestfield Road as appropriate; and
 - iii) Improvements to the local PRow network as required.
- b) Provide new bus stops on Chestfield Road;
- c) Provide vehicular access from Chestfield Road only;
- d) Proportionate contributions to the east facing A299 junctions contained within Site W4 (Land at Brooklands Farm); and
- e) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.

Appendix 2 – Brooklands Farm Site - Proposed Highway Improvements on Chestfield Road



Construction Design and Management (CDM)

Key Residual Risks

Contractors entering the site should gain permission from the relevant land owners and/or principle contractor working on site at the time of entry. Contractors shall be responsible for carrying out their own risk assessments and for liaising with the relevant services companies and authorities. Listed below are Site Specific key risks associated with the project.

- 1) Overhead and underground services
- 2) Street Lighting Cables
- 3) Working adjacent to water courses and flood plain
- 4) Soft ground conditions
- 5) Working adjacent to live highways and railway line
- 6) Unchartered services
- 7) Existing buildings with potential asbestos hazards

- NOTES:**
1. Do not scale from this drawing.
 2. All dimensions are in metres unless otherwise stated.
 3. Brookbanks Consulting Ltd has prepared this drawing for the sole use of the client. The drawing may not be relied upon by any other party without the express agreement of the client and Brookbanks Consulting Ltd. Where any data supplied by the client or from other sources has been used, it has been assumed that the information is correct. No responsibility can be accepted by Brookbanks Consulting Ltd for inaccuracies in the data supplied by any other party. The drawing has been produced based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.
 4. No part of this drawing may be copied or duplicated without the express permission of Brookbanks Consulting Ltd.



E	Drawing Date updated	BM	MA	MA	08.04.25
D	Amendments per RSA comments	AM	MA	MA	29.11.24
C	Amendment to Crossing proposal	MA	MA	MA	29.10.24
B	Third Issue	MA	MA	MA	19.08.24
A	Second Issue	MA	MA	MA	19.08.24
-	First Issue	XX	XX	XX	dd.mm.yy

BROOKBANKS

W: www.brookbanks.com E: hello@brookbanks.com

Hallam Land

Brooklands Farm, Whitstable

Proposed Highway Improvements on Chestfield Road

Status	Status Date	
Approval	Apr 2025	
Drawn	Checked	Date
MA	MA	08.04.25
Scale	Number	Rev
As Shown	10709-HL-10	E

0 10 20 30 40 50
METRES

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR COMMENCE SITE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK.

Appendix 3 – Recent 5 year Accident Data Plot

Map

Satellite



Hide

Location: chestfield

Years

5 of 25 years selected

Severity

Casualty Types:

All Casualty Types

Vehicles Involved:

All Vehicle Types

Search

Open Government Licence

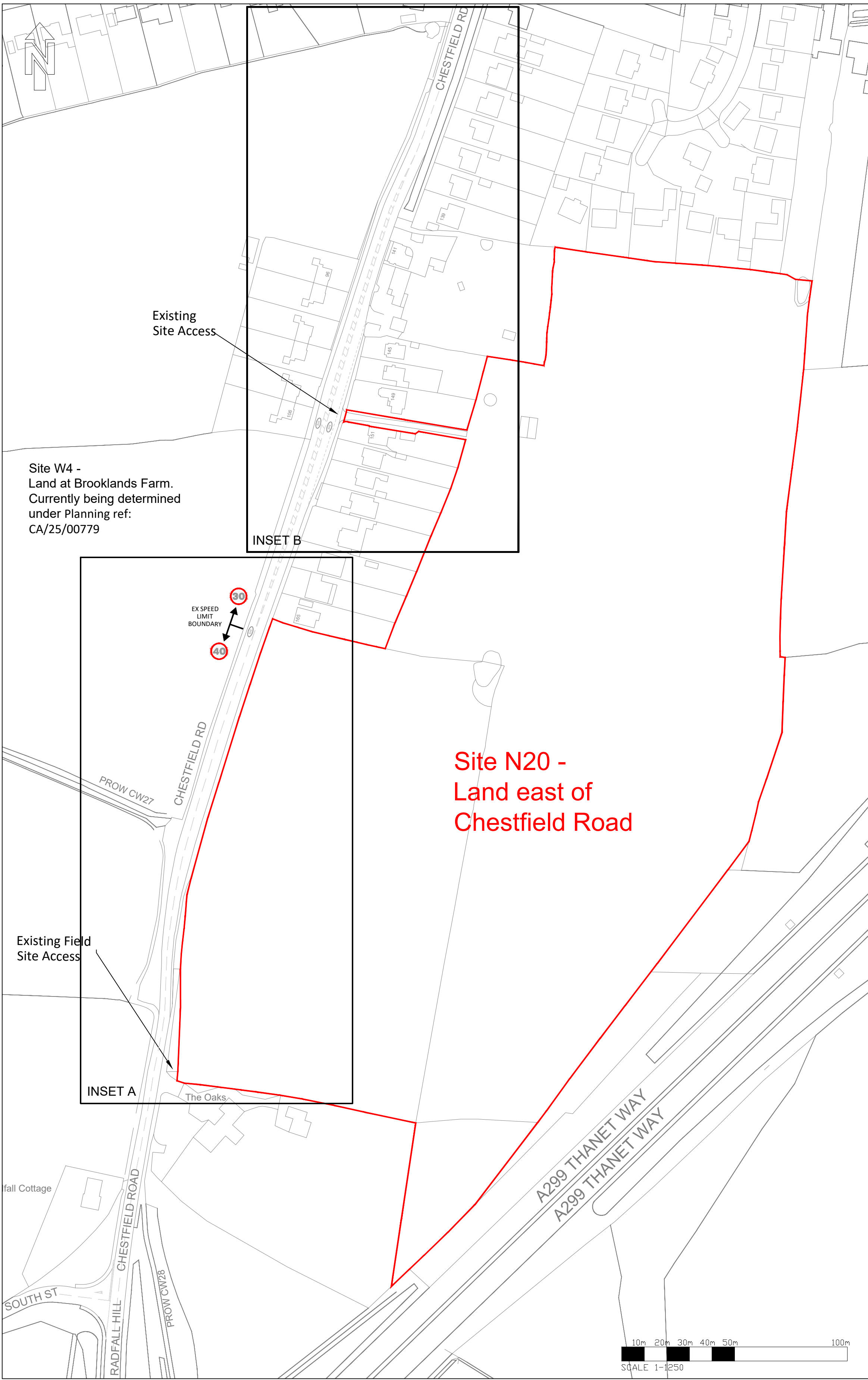
Incident Severity



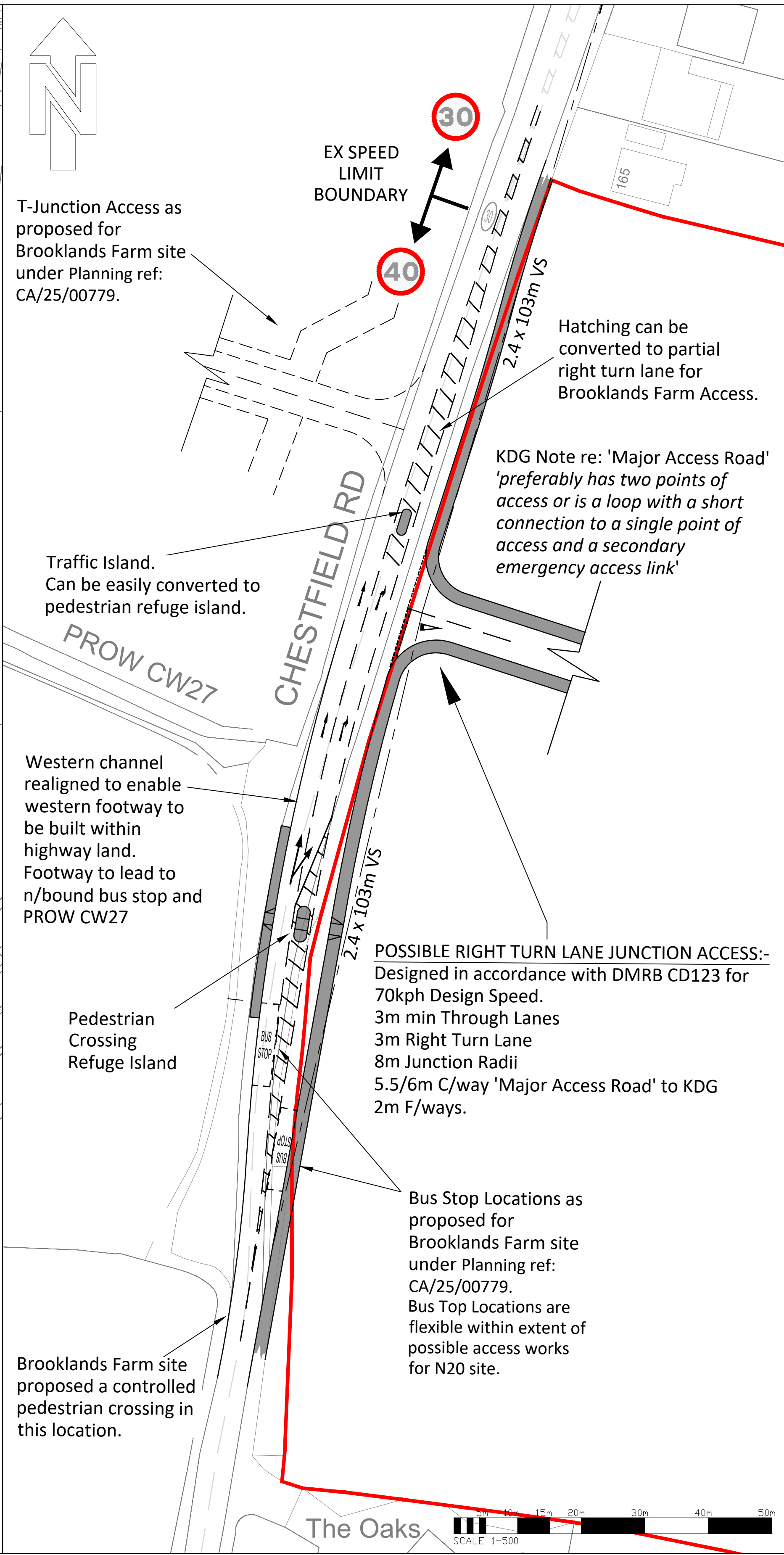
Slight Serious Fatal

5 results found

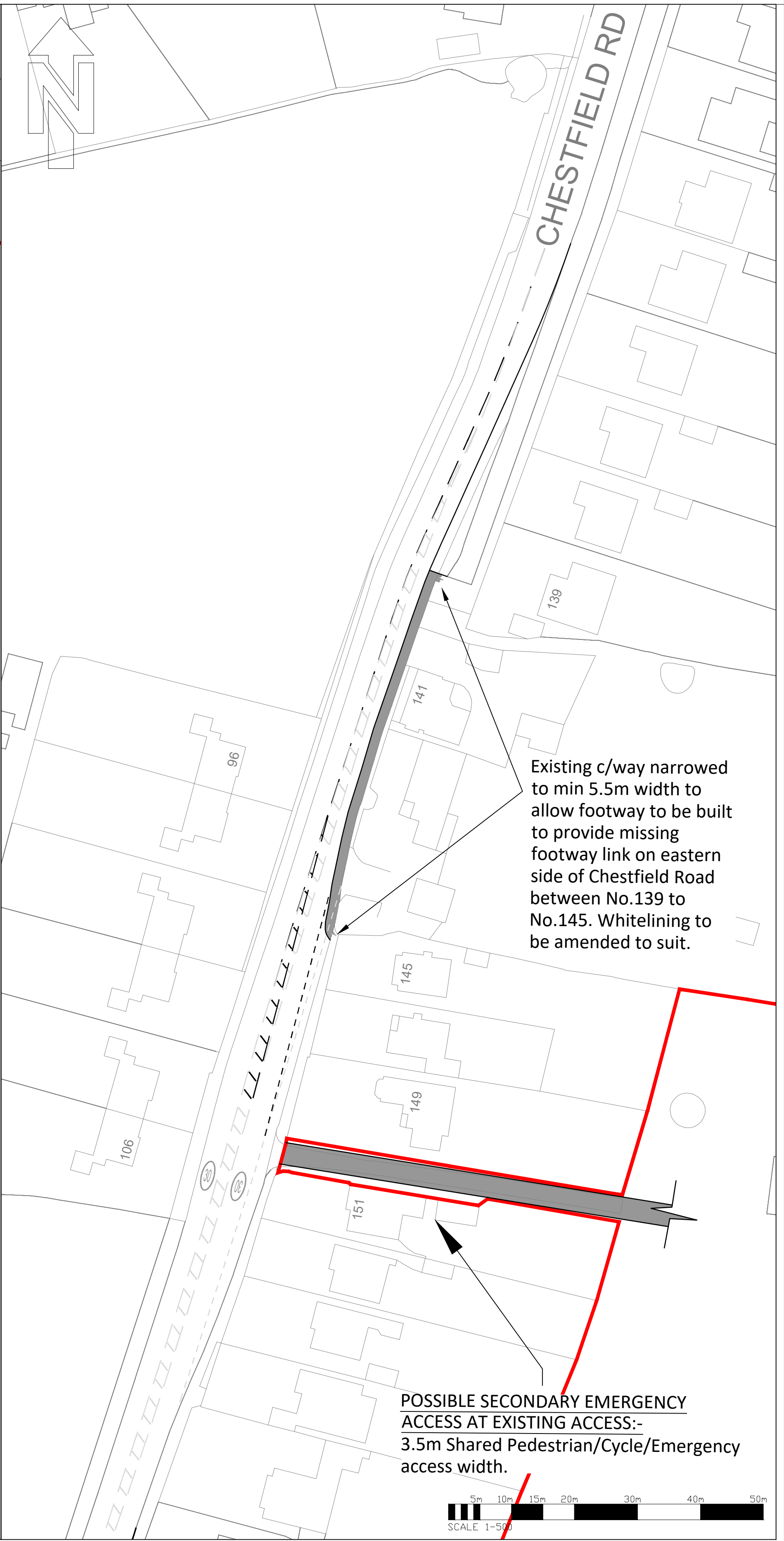
Appendix 4 – Possible Site Access Arrangements & Off-Site Highway Works



EXISTING SITE LAYOUT & ADJACENT HIGHWAYS



INSET A - POSSIBLE VEHICLE SITE ACCESS ARRANGEMENT



INSET B - PED/CYCLE/EMERGENCY ACCESS & F/WAY IMPROVEMENT

Notes:

1. Do not scale this drawing.
2. This drawing is to be read in conjunction with all other relevant drawing issues and the specification.
3. All building materials, components and workmanship to comply with the appropriate Public Health Acts, Building Regulations, British Standards and Codes of Practice and the appropriate manufacturers recommendations.
4. For all specialist work see relevant drawings.
5. Any discrepancies, errors or omissions to be reported to the project co-ordinator for further instructions before commencement of works.

CDM 2015 RESIDUAL RISKS

1.
 2.
 3.
 4.
 5.
- The above residual risks are non standard hazards. It is assumed that a capable principal contractor with relevant experience knowledge required for the construction of a project of this nature will be appointed who will be aware of the standard hazards associated with a project of this type.

Rev	Description	Drm	Chk	Date
P2	MINOR NOTES REVISION	MS	SE	07.10.25
P1	PRELIMINARY	MS	SE	06.10.25

Client	RUBIX ESTATES
Project	LAND EAST OF CHESTFIELD ROAD CHESTFIELD, KENT

Drawing	POSSIBLE SITE ACCESS ARRANGEMENTS & OFF-SITE HIGHWAY WORKS
Scale	AS SHOWN @ A1
Date	OCT 25
Drawn by	MS
Checked	SE

PRELIMINARY

FORTIS TRANSPORT PLANNING LTD		
Studio 3, The Wool Store, Fullers Way, Biddenden, Kent, TN27 8FQ T: 01580 238724 E: info@fortis-se.co.uk W: www.fortis-se.co.uk		
Job No.	Drg. No.	Rev
1040	0001	P2